SERVICE MANUAL

MODEL
L14, L16 & L18 SERIES
ENGINES

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION EC

EMISSION CONTROL SYSTEM

EC

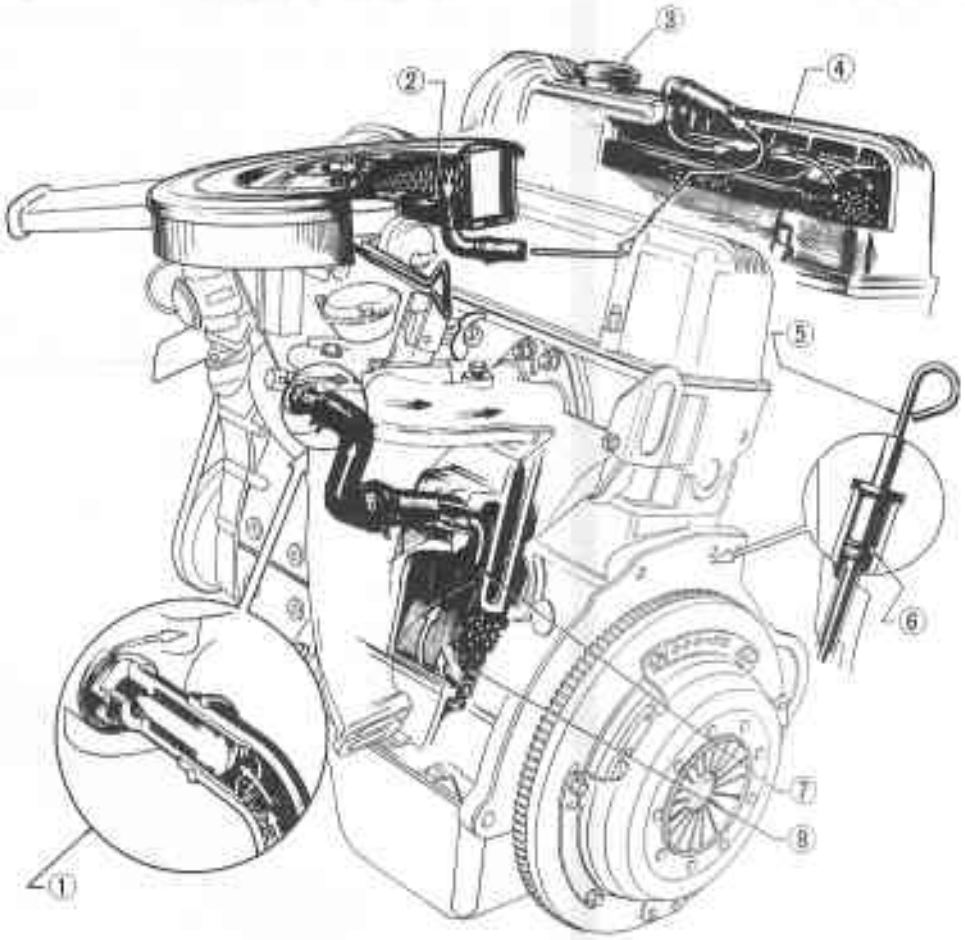
CRANKCASE EMISSION CONTROL SYSTEM

CLOSED SYSTEM

This system provides for the return of blow-by gases to both the intake manifold and carburetor air cleaner.

A variable orifice valve is provided to conduct crankcase blow-by gases to the intake manifold. During part-throttle operation of the engine the intake manifold sucks the blow-by gases through the valve. Normally, the capacity of the valve is sufficient, under these conditions, to handle any blow-by gases plus a small amount of ventilating air. The ventilating air is then drawn from the clean side of the carburetor air cleaner, through the tube connection, into the crankcase.

Under full-throttle conditions, the manifold vacuum is insufficient to draw the blow-by flow through the valve, and its flow goes through the the rocker cover in the reverse direction. When excessively high blow-by gases are produced, some of the flow will go through the tube connection to the air cleaner under all conditions. This system is used in all the L14, L16 and L18 engines.



1 Crankcase ventilation control valve
2 Flame arrester
3 Sealed filler cap
4 Baffle plate
5 Oil level gauge
6 "O" Ring
7 Oil separator
8 Baffle plate

EC031

Fig. EC-1 Crankcase emission control system (closed type)

PERIODIC SERVICE

Every 20,000 km (12,000 miles), the crankcase emission control system should be serviced as follows:

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and blow them out with compressed air.

If any hose cannot be free of obstructions, replace with a new one.

3. Check for the correct function of the crankcase ventilation control valve: If valve is found defective, replace it with a new assembly.